SAILING DIRECTIONS CORRECTIONS

PUB 147 6 Ed 1996 LAST NM 14/00

Page 44—Lines 53 to 54/R; read:

discharge of crude oil and petroleum by-products. The S bank of Pier No. 1 has a maximum length of 250m and a maximum draft of 11.5m. The N bank of Pier No. 1 has a maximum length of 186m and a maximum draft of 10.3m. Pier No. 2 offers alongside depths of 10 to 11.5m.

(10(153)99 Habana) 16/00

Page 77—Line 4/L; insert after:

Caution.—Uncharted coral pinnacles may exist within the area of Pedro Bank, therefore, the greatest caution must be exercised when navigating in the vicinity.

(BA NM 30/99) 16/00

Page 124—Line 26/R; insert after:

Simson Baai contains a restricted area, which may best be seen on the chart, where anchorage is prohibited.

(BA NM 10/00) 16/00

Page 135—Lines 41 to 46/L; read:

A nature reserve, as shown on the chart, completely surrounds the island.

Anchorage.—Vessels should anchor clear of the nature reserve. During S winds, vessels may obtain anchorage N of Terre de Bas in depths of about 16m. During NE winds, anchorage may be taken S of Terre de Bas in depths of about 12 to 14m. Caution should be taken to anchor clear of Baleine du Sud (0.4 mile SSW of Petite Terre Light) and the shoal patches extending over 1 mile S from the W end of Terre de Bas.

(BA NM 19/99) 16/00

Page 154—Lines 35 to 36/R; read:

Caution.—A submerged volcano lies about 1.75 miles W of The Sisters.

(BA NM 10/00) 16/00

PUB 153 8 Ed 1997 LAST NM 13/00

Page 78—Line 34/R; insert after:

Golfo Dulce can handle vessels with a maximum length of 195m, beam of 30m, and draft of 13m.

(Fairplay 99-00) 16/00

PUB 163 7 Ed 1996 LAST NM 10/00

Page 210—Line 31/L; read:

Pilotage.—Pilotage is not compulsory; however, vessels should send their ETA through Jakarta radio 10 days, 3 days, 48 hours and 24 hours prior to arrival stating arrival draft and last port of call.

(BA NM 47/99) 16/00

PUB 171 6 Ed 1995 LAST NM 1/99

Page 45—Lines 24 to 31/L; read:

Pilotage.—Pilotage is compulsory for all vessels with the exception of national fishing vessels and coastal vessels with special permission. Vessels must send their ETA 72 hours and 48 hours before arrival at the outer channel entrance approach Light Buoy A to the Biera Traffic Control Tower. Vessels whose last port of call was Mozambique or Durban must telex or fax this message to the Biera Traffic Control on departure from that port. Vessels must also send their ETA at the approach Light Buoy A to the Biera Port Control Tower on VHF Channel 12 or 16, 1 hour before arrival at the outer roads of the sea channel. It is compulsory for vessels to announce their arrival on VHF Channel 12 on passing the approach Light Buoy A. Entrance is only allowed after having obtained permission from the Biera Control Tower. In normal conditions pilots board in the vicinity of Light Buoy 2.

(BA NM 10/00) 16/00

PUB 174 7 Ed 1997 LAST NM 7/99

Page 118—Lines 8 to 39/R; read:

Reporting Points E of longitude 103˚ 51.1'E

Reporting Point	Position
Airway Lighted Buoy	1˚17.7'N, 104˚01.2'E.
Position	1˚16.6'N, 103˚56.0'E.
Approach Lighted Buoy	1˚17.0'N, 103˚53.9'E.
NE Corridor Lighted Beacon	1˚15.4'N, 103˚53.8'E.
Sirdhana Lighted Buoy	1˚14.7'N, 103˚52.7'E.
Outer Shoal Lighted Buoy	1˚15.0'N, 103˚51.8'E.
Tembakul Lighted Beacon	1˚13.3'N, 103˚51.8'E.

Reporting Points W of longitude 103˚ 51.1'E

Reporting Point	Position
Rimau Lighted Beacon	1˚15.6'N, 103˚48.4'E.
West Panjong Lighted Buoy	1˚16.2'N, 103˚47.1'E.
Selegi Lighted Beacon	1˚13.6'N, 103˚49.6'E.
Sisters Lighted Buoy	1˚13.0'N, 103˚48.3'E.
Sebarok Lighted Buoy	1˚11.8'N, 103˚48.4'E.
East Cyrene Lighted Buoy	1˚15.6'N, 103˚45.9'E.
Pusing Lighted Buoy	1˚17.2'N, 103˚44.2'E.
Sawa Lighted Buoy	1˚15.4 N, 103˚44.0'E.
Serebut Lighted Beacon	1˚14.8'N, 103˚42.1'E.
Ajax Shoal Lighted Buoy	1˚13.7'N, 103˚39.8'E.
Salu Lighted Buoy	1˚12.5'N, 103˚40.5'E.
Triton Lighted Beacon	1˚16.4'N, 103˚39.4'E.
West Jurong Lighted Buoy	1˚14.9'N, 103˚38.7'E.

(BA NM 16/99) 16/00

PUB 182 4 Ed 1998 LAST NM 7/00

Page 161—Lines 27 to 28/R; read:

islands, lying off the mainland.

Caution.—A firing area has been established in Vagfjorden, extending from the SW entrance to a line between Klubben and Engenes.

A submarine cable runs NE across the entrance to Harstad, and may best be seen on the chart.

Harstad lies on the E coast of Hinnoya, which is fringed

(BA NM 10/00) 16/00

PUB 192 7 Ed 2000 LAST NM 14/00

Page 55—Line 19/L; read:

from the N.

Vessels can also approach the port from the E by using Stanford Channel. This channel, which lies between Holm Sand and Newcome Sand, is marked by lighted buoys. It is entered about 1.7 miles SE of the harbor and leads 1.5 miles NNW to join the route from the N in the vicinity of the S part of Lowestoft North Roads.

(BA NP 54) 16/00

Page 55—Lines 43 to 57/L; read:

should send an ETA at least 24 hours in advance to Lowestoft Port Control. This ETA should be confirmed 3 hours and 1 hour prior to arrival on VHF Channel 14. Vessels should state their preferred pilot boarding position.

Pilots may be contacted by VHF and board as follows:

1. For vessels intending to use Holm Channel–Lowestoft (Outer Station) (52˚30.8'N., 1˚50.8'E.).
2. For vessels intending to use Stanford Channel, especially those approaching from the S and E-Lowestoft (South Station) (52˚26.6'N., 1˚48.3'E.).
3. For any vessel entering the port–Lowestoft (Inner Station) (52˚29.8'N., 1˚47.0'E.). This station will be used in all cases when conditions do not permit safe boarding at the Outer or South Stations.

(BA NP 286 Vol. 6) 16/00

Page 149—Line 12/L; read:

on the chart.

In the area where the Weser Tunnel (53˚26'N., 8˚30'E.) is being constructed, the fairway channel may be reduced to a width of 100m and a speed limit of 8 knots enforced. The pilot should be consulted in regard to the latest depths in the construction area.

(Ger NM 48/99) 16/00

Page 160—Lines 24 to 33/R; read:

Incoming Vessels

Lengths up to	Beams up to	Tide-Independent Max Draft	Tide-Dependent Max Draft
340m	50m	12.5m	14.8m
350m	55m	12.5m	14.5m
360m	63m	11.9m	14.2m

Departing Vessels

Lengths up to	Beams up to	Tide-Independent Max Draft	Tide-Dependent Max Draft
340m	50m	12.5m	13.4m
350m	55m	12.2m	13.1m
360m	63m	11.9m	12.7m

(Ger NM 48/99) 16/00

Page 166—Lines 50 to 54/R; read:

limited to a maximum length of 360m and a maximum fresh water draft of 14.8m. Vessels up to 100,000 dwt, fully laden, and 250,000 dwt, partly laden, can be accommodated within the port.

See Regulations under The Elbe (paragraph 9.2) for limits pertaining to unusually large vessels.

It is reported (2000) that a new dredged channel allows vessels with fresh water drafts up to 15m to reach the port at HW. Vessels with fresh water drafts up to 12.8m can reach the port independent of the tides.

(Ger NM 48/99; Lloyds Ports) 16/00

PUB 194 7 Ed 1996 LAST NM 14/00

Page 4—Lines 41 to 43/R; read:

Oresund Link (55˚38'N., 12˚39'E.), a tunnel/bridge project, is being constructed across The Sound and will connect the Danish island of Sjaelland with

(NIMA) 16/00

Page 4—Line 59/R; read:

area will be marked by yellow buoys.

It is reported that the Oresund Link tunnel/bridge project will become fully operational on 1 July 2000.

(NIMA) 16/00

Page 27—Lines 28 to 32/L; read:

Store-Baelt Link (55˚19'N., 11˚00'E.) is a major tunnel/bridge project connecting Sjaelland with Fyn via Sprogo. The W section over Vesterrenden is formed by a low-level bridge and the E section over Osterrenden is formed by a high suspension bridge. For further information, see paragraph 2.8.

(Den NM 3/99) 16/00

Page 34—Lines 1 to 57/R; read:

Store-Baelt Link (55˚19'N., 11˚00'E.) connects Ostero to Halsskov, 9 miles ENE, with bridges spanning the passages

PUB 194 (Continued)

to the E and W of Sprogo.

The W section of the link consists of a low-level bridge (West Bridge) supported by 62 piers, designated 2 through 63 as counted from Sprogo. The channel for northbound traffic lies between piers 34 and 35, while the channel for southbound traffic lies between piers 37 and 38. Each navigation channel has an overall width of 104m with a free vertical clearance at mean sea level of 18m over the central 70m.

Navigation through West Bridge is restricted to vessels of less than 1,000 dwt. Vessels of 1,000 dwt or more are required to use the appropriate route in the traffic separation scheme in Osterrenden.

The designated navigation channels are marked by lighted buoys and leading lights. The bridge is marked by a racon.

Crossing at right angles to the general traffic flow is prohibited within 500m of the bridge. Anchoring and/or fishing within the navigation channels is prohibited.

Vessels are advised that the prevailing current in Vesterrenden does not run parallel to the general direction of the traffic flow through the navigation channels.

The E section of the link consists of a suspension bridge (East Bridge) that has a total length of about 4.3 miles. The center span is 1,624m wide and has a vertical clearance of 65m at mean sea level. The two bridge towers are 254m high.

A Traffic Separation Scheme is located in the vicinity of the main navigation span. Each lane is about 475m wide and marked by lighted buoys. The northbound lane, on the E side of the channel, has a least depth of 17m. The southbound lane, on the W side of the channel, has a least depth of 19m.

The entrances of the traffic lanes are marked by racons. Lights in line are established on the underside of the bridge to indicate the alignment of the passage below.

Vessels of less than 20m in length and sailing vessels are recommended to avoid the traffic separation scheme lanes and use the adjacent spans. Fishing vessels are prohibited in the traffic lanes.

Traffic Control.—A Vessel Traffic Service (VTS) system operates in the central part of Store Baelt. It is mandatory and renders assistance to vessels intending to pass under the East Bridge.

(Den NM 3/99) 16/00

Page 35—Lines 16 to 17/R; strike out.

(BA NP 18) 16/00

Page 39—Lines 18 to 24/R; read:

20m, until about 2.3 miles W of Sprogo. From this position, vessels can shape a course to pass through the traffic navigation channel of West Bridge. See paragraph 2.8.

Having passed S of West Bridge, vessels should adjust course S to pass between

(BA NP 18) 16/00